■ELECTRONIC CONTROL SYSTEM

1. General

The electronic control system of the U660E automatic transaxle consists of the control listed below.

System	Outline
Shift Timing Control	The ECT ECU supplies current to 6 solenoid valves (SL1, SL2, SL3, SL4, SL and/or SLU) based on signals from each sensor to shift the gear.
Clutch to Clutch Pressure Control (See page CH-30)	Controls the pressure that is applied directly to the C1, C2 clutches and B1, B3 brakes by actuating the shift solenoid valves (SL1, SL2, SL3 and SL4) in accordance with ECT ECU signals.
Line Pressure Optimal Control (See page CH-31)	Actuates solenoid valve SLT to control the line pressure in accordance with information from the ECT ECU and the operating conditions of the transaxle.
Powertrain Cooperative Control (See page CH-32)	Controls both the shift control and engine output control in an integrated way, achieving excellent shift characteristics and drivability.
Lock-up Timing Control (See page CH-33)	The ECT ECU supplies current to shift solenoid valves SL and SLU based on signals from each sensor and engages or disengages the lock-up clutch.
Flex Lock-up Clutch Control (See page CH-34)	Controls solenoid valves SLU and SL, provides an intermediate mode between the ON/OFF operation of the lock-up clutch, and increases the operating range of the lock-up clutch to improve fuel economy.
Coast Downshift Control (See page CH-35)	The ECT ECU performs downshift control so that fuel cut control can continue for as long as possible during deceleration.
AI (Artificial Intelligence) -SHIFT (See page CH-36)	Based on the signals from various sensors, the ECT ECU determines the road condition and the intention of the driver. Thus, the shift pattern is automatically regulated to an optimal level, improving drivability.
Multi-Mode Automatic Transmission (See page CH-38)	The ECT ECU appropriately controls the automatic transaxle in accordance with the range position selected while the shift lever is in the S mode position.
Diagnosis (See page CH-40)	When the ECT ECU detects a malfunction, the ECT ECU makes a diagnosis and memorizes the malfunctioning part.
Fail-safe (See page CH-40)	Even if a malfunction is detected in the sensors or solenoids, the ECT ECU activates fail-safe control to prevent the vehicle's drivability from being significantly affected.